

Route 710 Advisory Committee Final Report

Response to Comments Matrix

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-1-1	US EPA	8/3/93	NR	No comments at this time.	Comment considered during the decision making process.
AC-2-1	Caltrans letter to Los Angeles City Councilman Richard Alatorre	12/29/92	NR	This letter responded to several concerns regarding Caltrans Relocation Programs; program has improved dramatically; provides list of special programs for the Route 710 project. The list of enhancement and mitigation recommendations for relocation benefits adopted by the Advisory Committee are above and beyond standard Caltrans procedures and beyond those contained in the FEIS. A list of these special programs is located on page III-6 of the Final Report.	Comment considered during the decision making process.
AC-3-1	City of Alhambra	1/27/93	OP	The letter questions the National Trust's commitment to mitigation process due to their delays until procedural issues are resolved to their satisfaction.	Comment considered during the decision making process.
AC-3-2	City of Alhambra	8/7/93	OP	Mitigation measures will effectively reduce environmental impacts. General support of project.	Comment considered during the decision making process.
AC-3-3	City of Azusa	10/18/93	OP	Supports Route 710 extension; will ease transportation problems of the entire Southern California region.	Comment considered during the decision making process.
AC-3-4	Southern California District Council of Carpenters	11/2/93	OP	Supports the Route 710 extension; project will save lives, reduce pollution and save economy.	Comment considered during the decision making process.

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AC-3-5	Glendale Chamber of Commerce	10/13/93	OP	Supports the Route 710 extension; will boost economy and fill void in transportation system.	Comment considered during the decision making process.
AC-3-6	City of Long Beach	11/12/93	OP	City supports the Route 710 extension; like the Glenn Anderson Freeway, Route 710 will effectively serve region.	Comment considered during the decision making process.
AC-3-6-1	County of Los Angeles Board of Supervisors, First District	10/6/92	OP	Supervisor Gloria Molina requested the inclusion of a Neighborhood Action Committee (El Sereno) representative on the Mitigation Advisory Committee.	An El Sereno representative was included on the Committee.
AC-3-7	Los Angeles Metropolitan Transportation Authority	9/23/93	OP	Los Angeles Metropolitan Transportation Agency (LAMTA) resolution to support the Route 710 gap closure.	Comment considered during the decision making process.
AC-3-8	Los Angeles Unified School District	8/6/93	HB	Pleased with mitigation measures in the Final Report. Investigate displacement discrepancy.	Page IX of the Final Report's Executive Summary presents the reduced displacement figures as a result of implementation of the Committee's recommendations. Since the shift in alignment to avoid the Short Line Villa Tract Historic District, the displacement number is even less. An updated discussion of displacements is provided in the Environmental Reevaluation (April, 1998).
AC-3-9	Los Angeles Unified School District	8/10/93	HB	According to chart presented at meeting, 564 displacements will occur, not 415 as reported.	See Response to Comment AC-3-8.
AC-3-10	City of Monterey Park	10/27/93	OP	Supports the Route 710 extension; consider decision making for entire region.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-3-11	Monterey Park Chamber of Commerce	10/18/93	OP	Supports the Route 710 extension; will provide 26,000-29,000 jobs and stimulate economy.	Comment considered during the decision making process.
AC-3-12	International Union of Operating Engineers	10/20/93	OP	Supports the Route 710 extension; will stimulate Southern California's economy.	Comment considered during the decision making process.
AC-3-13	Pasadena Transportation Management Association	10/20/93	OP	Supports the Route 710 extension; will stimulate the economy of the entire region.	Comment considered during the decision making process.
AC-3-14	City of Pico Rivera	10/14//93	OP	Supports Route 710 extension; will ease transportation problems of the entire Southern California region.	Comment considered during the decision making process.
AC-3-15	Route 710 Mitigation Advisory Committee	12/17/92	C/N	Requests withdrawal of notice to <i>Federal Register</i> due to untimely public comment period cutoff date.	FHWA provided another formal comment period on the project by accepting comments on the Advisory Committee's report before they decide to issue a Record of Decision (ROD). FHWA has indicated that they will consider and make part of the project record any comments received before the close of the comment period. FHWA will also consider, to the extent possible, comments received after the close of that period (see FHWA letter labeled as Comment No. AC-1-4).
AC-3-16	City of San Gabriel	7/22/93	OP	City supports the completion of the 710 freeway; missing link in our regional freeway network.	Comment considered during the decision making process.

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AC-3-16-1	City of South Pasadena	5/7/92	OP	City requests clarification and modification of the Committee's objective, scope, and composition. City provides additional comments/concerns regarding facilitator, impartiality, time frame, project budget/scope, nature of decision, and Caltrans' disclosure of detailed information.	The letter from Caltrans' Director James van Loben Sels dated 5/21/92 provides specific responses to the comments raised in this letter.
AC-3-16-2	City of South Pasadena	6/9/92	OB	City states that Caltrans letter of 5/21/92 is largely non-responsive to the concerns raised in the City's letter of 5/7/92, and makes a request for an early meeting with the Committee facilitator.	The letter from Caltrans' Director James van Loben Sels dated 7/3/92 addresses the comments raised in this letter, and offers to make the Committee facilitator available for an early meeting with the City.
AC-3-16-3	City of South Pasadena	9/29/92	OB	The City requested additional mitigation categories be addressed by the Committee, including emergency services, general city planning, utility reconstruction, ground water/storm drains, human health, neighborhood conservation, housing replacement program, job training program, aesthetics, and mitigation monitoring.	The additional mitigation categories requested by the City were addressed as appropriate in the Committee's Final Report.
AC-3-17	City of South Pasadena	10/22/92	OP	Attached are the opinions of the City's legal counsel and of the Legislative Counsel of California requiring freeway agreements.	These issues are responded to in Caltrans' Legal Division letter dated 11/9/92 (Appendix C of the Final Report, page C-44).

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AC-3-18	City of South Pasadena	12/10/92	HB	Additional reports/studies are necessary to complete the relocation mitigations. Use 1990 Census data.	The Final Report contains enhancement mitigation recommendations for relocation benefits, adopted by the Committee, above and beyond standard Caltrans procedures and beyond those contained in the Final Environmental Impact Statement (FEIS) (see page III-6). Updating the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to include 1990 Census data would not change the conclusions on socioeconomic impacts or the mitigation measures.
AC-3-19	City of South Pasadena	12/21/92	C/N	Immediate rescission of the <i>Federal Register</i> notice; keep record open until Committee's work is done.	See Response to Comment AC-3-15.
AC-3-20	City of South Pasadena	12/22/92	CIR	FHWA's memo (12/9/92) for banning trucks; does FHWA and Caltrans support ban on trucks? how will truck ban be enforced?	As stated in the Environmental Reevaluation (April, 1998), there will be a ban on through trucks. FHWA/Caltrans will coordinate with local communities on design details to minimize anticipated local traffic on surface streets, and the development of a way to permit trucks making local deliveries to utilize the freeway rather than parallel local surface streets.
AC-3-21	City of South Pasadena	12/22/92	CON	City has not identified with Caltrans any dump sites for excess earth.	The Monterey Hills Disposal Site is one of several alternative sites discussed on page IV-93 of the FEIS, which notes that it was part of the Unmodified Plan B-C. The City of South Pasadena's objection to the Monterey Hills site is noted as part of this Record of Comments.
AC-3-22	City of South Pasadena	12/31/92	HB	The City has identified several problems with the current EIR/EIS in disclosing relocation impacts.	See Response to Comment AC-3-18.

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AC-3-23	City of South Pasadena	12/31/92	HB	The EIR/EIS does not identify the loss in property values for "non-physical" takings (loss of property as a result of being adjacent to proposed freeway).	Provisions of the Uniform Act do not require compensation unless there is a physical taking of property.
AC-3-24	City of South Pasadena	12/31/92	LU	The EIR/EIS should be updated to use 1990 Census data, since population characteristics have changed.	See Response to Comment AC-3-18.
AC-3-25	City of South Pasadena	1/6/93	PS	Project impacts to City Fire Department; additional mitigation measures proposed.	The Committee recommends that "special attention given by Caltrans to coordinate planning and construction activities to assure that community services are not diminished" (page IV-5).
AC-3-26	City of South Pasadena	1/6/93	PS	Project impacts to City Police Department; additional mitigation measures proposed.	The Committee recommends that "special attention given by Caltrans to coordinate planning and construction activities to assure that community services are not diminished" (page IV-5).
AC-3-26-1	City of South Pasadena	1/7/93	MM	Requests for clarification on what Caltrans is committing to in terms of additional mitigation measures; request for implementation of a mitigation monitoring program.	Caltrans has committed to implementing all of the Committee's recommendations except for: 1) a cut and cover tunnel at Orange Grove Park (Mission Street), and, 2) implementation of a financial plan whereby affected school districts are compensated for net revenue loss based on estimated student displacement. Caltrans will implement a mitigation monitoring program in compliance with State law.

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AC-3-27	City of South Pasadena	1/8/93	PS	Impacts to the City Corporate Yard (Public Works) are not mentioned in report. Additional mitigation measures proposed by City.	Relocation of the City of South Pasadena's maintenance yard will be made to a suitable replacement site that meets the needs of the City of South Pasadena. This relocation is to be carefully coordinated and planned with the City (page IV-6).
AC-3-28	City of South Pasadena	1/8/93	PS	Environmental documents do not indicate that Orange Grove Park has a sizeable day-care and child summer care facility. Additional mitigation measures proposed.	The information on the Orange Grove Park day-care facility is noted and hereby incorporated into the public record for the Route 710 project.
AC-3-29	City of South Pasadena	1/9/93	GEO	Landform alteration impacts; haul road impacts; tree loss; construction impacts; storm drain impacts; and utilities. Additional mitigation measures proposed.	Mitigation measures for construction, tree removal, public services and public utility impacts are discussed in Chapter IV of the FEIS.
AC-3-30	City of South Pasadena	1/10/93	CON	Construction impacts; additional mitigation measures proposed for construction detours, street repair and job losses.	Recommendations for mitigating construction impacts are provided on page IV-3 (Construction Requirements) and page IV-6 (Air Quality).
AC-3-31	City of South Pasadena	1/10/93	PS	Project impacts to City public services (public works, community development, etc); additional mitigation measures proposed.	See Responses to Comments AC-3-25, AC-3-26, and AC-3-27.
AC-3-32	City of South Pasadena	1/10/93	CIR	Traffic impacts on local streets; proposed mitigation measures for local streets and access provided.	The City's concerns regarding additional traffic impacts are noted, for the record. Please refer to the Environmental Reevaluation (April, 1998) for a discussion of impacts to local arterials and proposed measures to reduce these impacts.

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AC-3-32 (cont.)	City of So. Pasadena (cont.)			Issues related include: A. 710-110 Interchange B. Huntington Drive Park and Ride C. Huntington Drive Traffic Volumes D. Meridian Avenue E. Blue Line Connections F. Monterey Road/Mission Street G. Columbia Street at the 710 H. Fair Oaks Avenue I. Grevelia Corridor J. Trucks on City Streets K. Gillette Crescent Safety Access	
AC-3-33	City of South Pasadena	1/11/93	AQ	Air quality impacts to local schools, libraries, day care centers and senior centers; additional mitigation measures proposed.	Recommendations for school impacts and construction impacts to air quality are provided in the report on pages III-19 and IV-6, respectively. Additionally, the air quality analysis in the FEIS includes California State University at Los Angeles (CSULA), Sierra Vista Elementary, South Pasadena High, Westridge, Ambassador College, Stancliff and Arroyo Vista schools as sensitive air quality sites.
AC-3-34	City of South Pasadena	1/13/93	NR	34 comment letters on various impacts of project sent to FHWA.	The individual letters referred to are addressed in this Record of Comments.
AC-3-35	City of South Pasadena	4/12/93	OP	Requests addition of text to Cover Letter, Executive Summary, and Recommendations.	Some text in the City's letter has been included in the Final Report.
AC-3-35-1	City of South Pasadena	4/20/93	HB	Requests clarification on the number of houses displaced, and housing/business replacement/relocation opportunities.	An updated discussion of displacements and relocation opportunities is provided in the Environmental Reevaluation (April, 1998).

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AC-3-35-2	City of South Pasadena	4/20/93	FI	Requests more detailed analysis of fiscal impacts to the City's revenue bases.	An updated discussion of fiscal impacts is provided in the Environmental Reevaluation (April, 1998).
AC-3-35-3	City of South Pasadena	5/19/93	FI	Requests more detailed analysis of fiscal impacts to the City's revenue bases.	An updated discussion of fiscal impacts is provided in the Environmental Reevaluation (April, 1998).
AC-3-36	City of South Pasadena	6/8/93	HB	South Pasadena will lose a significant number of apartment units. Confirmation of the freeway footprint is needed.	Page IX of the Final Report's Executive Summary presents the reduced displacement figures as a result of implementation of the Committee's recommendations. With the shifting of the freeway's alignment to avoid the Short Line Villa Tract Historic District, the number of dwelling units displaced is reduced.
AC-3-37	City of South Pasadena	6/21/93	PN	Alameda Corridor project listed as "most important infrastructure project in California"; integral to Multi-Mode/Low Build Alternative.	The Alameda Corridor Study addresses improvements to a freight rail corridor. The Route 710 Freeway is needed with or without the Alameda Corridor improvements.
AC-3-38	City of South Pasadena	7/13/93	LU	Abbott Laboratories has a 40,000 sq. ft. facility in South Pasadena that may be affected by the extension.	The Abbott Laboratories facility is within the footprint of the proposed Route 710 alignment. This business will be entitled to the same relocation benefits as all other displaced businesses.
AC-3-38-1	City of South Pasadena	7/27/93	OP	Four key points are presented regarding the City's opposition to the Route 710 project.	Comment considered during the decision making process.
AC-3-39	City of South Pasadena	8/4/93	OP	Committee does not endorse construction of Route 710; press and public conclude that committee supports construction.	The Mitigation Advisory Committee Final Report represents the Committee's consensus. Dissenting views of the Committee's process and recommendations are noted in the Final Report.

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AC-3-40	City of South Pasadena	8/4/93	CH	Committee did not find that impacts on communities and historic resources would be acceptable.	A list of recommendations regarding historic resources from the Committee can be found on page IV-4 of the Final Report. As noted on page E-1, the two members of the Historic Preservation Subcommittee do not support the freeway, and the mitigation measures they recommended should not be construed to suggest their support for the freeway.
AC-3-41	City of South Pasadena	8/4/93	AL	Committee's failure to consider alternatives was not voluntary.	Specific objectives, established in the Mitigation Advisory Committee Charter, addressed by the Advisory Committee included the development of mitigation measures to reduce 1) takings of historical properties, 2) relocation impacts, 3) community disruption and 4) impacts on community interests. The goal was to define actions that would mitigate the impacts of the proposed Meridian Variation Alternative (page I-2).
AC-3-42	City of South Pasadena	8/4/93	OB	Committee did not assess impacts of their recommendations. Disregard page IX of Summary.	See Response to Comment AC-3-41 on specific objectives of Advisory Committee. Assessment of impacts of the Committee's recommendations was not a part of the objectives stated in the Charter.
AC-3-43	City of South Pasadena	8/4/93	C/N	National Environmental Policy Act (NEPA) comment period must be reopened. The Committee letter of 12/17/92 was deliberately excluded from report.	See Response to Comment AC-3-15. (Note: Comment AC-3-15 is the Committee letter of 12/17/92).
AC-3-44	City of South Pasadena	8/4/93	OP	Concealing of evidence from FHWA makes Final Report unreliable and lacking integrity.	All information on the project has been properly disclosed by Caltrans and FHWA, in accordance with NEPA and California Environmental Quality Act (CEQA).

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AC-3-45	City of South Pasadena	8/4/93	CIR	Mitigation of truck prohibition by Caltrans is missing from Final Report.	The elimination of trucks from the freeway is a recommendation of the Advisory Committee. The recommendations in the report are intended as an enhancement of the existing FEIS mitigation measures (page IV-1). Assessment of impacts of the Committee's recommendations was not a part of the objectives stated in the Charter.
AC-3-46	City of South Pasadena	8/4/93	MM	Final Report inadequately discusses other mitigation measures (specified in letter) of concern to the Committee.	Chapter II of the Final Report discusses the mitigation categories agreed to by the Committee.
AC-3-47	City of South Pasadena	8/4/93	C/N	Adoption of proposed mitigation measures will significantly change project; revised EIR/EIS is necessary.	The impacts of the Meridian Variation Alternative are fully disclosed in the Final EIR/EIS for the Route 710 extension. Mitigation measures are provided in the Final EIR/EIS. The Committee's recommendations are intended to enhance the existing mitigation measures in order to further reduce project impacts. Public disclosure of the proposed mitigation measures has already occurred through circulation of the Committee Report for review and noticing in the <i>Federal Register</i> . The implementation process for the recommendations noted in the Final Report is listed on page IV-6.
AC-3-48	City of South Pasadena	8/4/93	OP	The Final Report must make clear that the Committee does not endorse the freeway or find its mitigated impacts acceptable.	See Response to Comment AC-3-39.

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AC-3-49	City of South Pasadena	8/4/93	NR	Dr. Keever prepared a report for Caltrans' Director (Von Loben Sels) without the Committee's review or approval. The report should include the letter dated 12/17/92, the City's letter dated 12/21/92, and the National Trust letter of 1/93.	Comment considered during the decision making process. The Committee's letter is included in this Record of Comments as Comment AC-3-15, the City's letter is included as Comment AC-3-19, and the National Trust letter is included as Comment AC-4-11.
AC-3-50	City of South Pasadena	8/4/93	OP	An environmental assessment of the Committee's recommendations is made on page IX. Must be stricken because the Committee did not make any environmental findings.	The text on page IX does not constitute an "environmental assessment;" it is simply a listing of changes anticipated, based on the reduced project footprint.
AC-3-51	City of South Pasadena	8/4/93	CIR	Committee did not discuss traffic impacts on local streets due to the elimination of the 110/710 interchange.	See Response to Comment AC-3-42.
AC-3-52	City of South Pasadena	8/4/93	CIR	Report should contain copy of FHWA correspondence to support banning of trucks. Regional need and multi-modal capacity is reduced if trucks are banned. There is no definition of local trucks.	The FHWA letter is included in this Record of Comments as Comment AC-1-3. The Committee recommended that trucks be eliminated from the freeway due to steep road grades, noise, potential for accidents, and hazardous materials spills (page III-9, Final Report). Mitigation measures and recommendations proposed in the Final Report serve to reduce an anticipated project impact. Implementation of the Advisory Committee Recommendations should result in reduced traffic congestion in the gap closure corridor, resulting in reduced travel times, congestion, accidents, and air pollution. The proposed project will provide HOV lanes that will interconnect to Route 10 busways and Route 210 HOV lanes.

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					This intermodal integration is intended to serve as part of a regional inducement for increased ridesharing and transit usage (page III-24, Final Report).
					"Local" trucks are defined as those trucks with deliveries in the local area that is served by the freeway interchange.
AC-3-53	City of South Pasadena	8/4/93	PD	Footprint widths understated. The report understates the freeway's actual width and ROW. Does not report frontage road and park and ride facility measurements.	The 142 foot wide footprint refers to the cross section of the freeway mainline. The footprint is wider at interchange locations.
AC-3-54	City of South Pasadena	8/4/93	FU	Project costs understated. Final report indicates a cost of \$709 million. Documents to MTA indicate project costs at \$1.03 billion.	The current cost estimate for the project is \$823 million (in 1997 dollars). It is unclear to what "documents" the commentor is referring. The \$1.03 billion figure may be an escalated cost, based on future inflation rates.
AC-3-55	City of South Pasadena	8/4/93	CIR	Report should be revised to include the accurate regional context; no discussion of Fremont Avenue in the Congestion Management Plan (CMP), added capacity of Blue Line, impact of Intermodal Surface Transportation and Efficiency Act (ISTEA) funding, and 1990 Clear Air Act requirements.	Fremont Avenue is part of Los Angeles County's designated CMP highway system; this designation does not mean it will serve all travel demand in this corridor. The Blue Line has always been assumed to be implemented in addition to the Route 710 extension. The Committee was not charged with evaluating ISTEA funding or the 1990 Clean Air Act Amendments.
AC-3-56	City of South Pasadena	8/4/93	OP	Committee did not complete the work program it outlined for itself. Six mitigation categories were not discussed.	The sequence in which issues were addressed is discussed on page II-5 of the Final Report. Some categories were not discussed, since they were of a lower priority.

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AC-3-57	City of South Pasadena	8/4/93	MM	Mitigation categories not discussed: A. Grading impacts B. Public utility impacts C. Local traffic factors D. Tax base impacts E. Public services F. Hazardous waste and spills G. Local and regional air quality impacts	A. See Responses to Comments AC-3-21 and AC-3-29. B. See Responses to Comments AC-3-27 and AC-3-30. C. See Responses to Comments AC-3-32. D.&E. See Responses to Comments AC-3-25 and AC-3-26. F. See Response to Comment AC-3-25. G. See Response to Comment AC-3-33.
AC-3-58	City of South Pasadena	8/4/93	MM	Mitigation categories incompletely discussed: A. Historic resources B. Noise C. Seismic safety D. Relocation impacts E. Visual impacts F. Cut and cover tunnels	A. Caltrans prepared an updated survey of historic properties. Since the release of the Advisory Committee's Final Report in June, 1993, the Third and Fourth HASRs have been prepared, resulting in two determinations by the Keeper of the National Register. In addition, please refer to the Environmental Reevaluation (April, 1998) and a Final Section 4(f) Evaluation have been prepared. B. A noise analysis of various footprint options was prepared and is discussed on page III-10 of the Final Report. The Committee recommended measures to mitigate noise below the 67 dBA federal criteria.

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					<p>C. See Response to Comment AC-3-74.</p> <p>D. See Response to Comment AC-3-18 regarding relocation impacts.</p> <p>E. All letters from the City of South Pasadena are included in this Record of Comments.</p> <p>F. Due to the terrain in the area, a continuous cut and cover tunnel through El Sereno is not feasible. However, Caltrans will examine the feasibility of depressing the freeway through the residential area of El Sereno during final design.</p>
AC-3-59	City of South Pasadena	8/4/93	OP	The report should be clear that Caltrans had one session with the individual cities; meetings were abandoned by Caltrans with no explanation.	Caltrans and FHWA have met with City of South Pasadena representatives on numerous occasions, and continues to do so as needed.
AC-3-60	City of South Pasadena	8/4/93	CON	The Committee did not discuss a traffic management plan for construction traffic.	See Response to Comment AC-3-30.
AC-3-61	City of South Pasadena	9/24/93	NR	City of South Pasadena has released the Multi-Mode/Low Build proposal.	Comment considered during the decision making process.
AC-3-62	City of South Pasadena	9/28/93	NR	Requests Vice President Al Gore to have FHWA review Multi-Mode/Low Build proposal.	Please refer to the Environmental Reevaluation (April, 1988) of the Multi-Mode/Low Build proposal. Comment considered during the decision making process.

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AC-3-63	City of South Pasadena	10/13/93	CIR	City concerned that local on-ramps and off-ramps in the vicinity of the eliminated 110/710 interchange will serve as "makeshift" interchanges, causing congestion. Committee did not complete its study of the impacts of eliminating interchange.	Detailed information on the impacts of the freeway on local streets, considering the elimination of the interchange with the Pasadena Freeway, was not extensively analyzed. The Committee recommended specific enhancement and mitigation measures be developed with local communities, locations of frontage roads, on-ramps and off-ramps, pedestrian bridges and tunnels, and other key facilities and design attributes properly analyzed (page III-9 of the Final Report).
AC-3-64	City of South Pasadena	10/13/93	AQ	The noise, vibration, particulate matter, air pollution, proximity to hazardous waste spills and accidents of the proposed freeway cut and cover tunnels will make Orange Grove Park and its day-care facility useless.	See Response to Comment AC-3-33 for air quality impacts to the day-care facility. The proposed cut and cover tunnels are located along the Meridian Variation (South Pasadena-Orange Grove Park-Mission). The Committee did not request additional studies or make recommendations concerning travel in tunnels beyond those contained in the FEIS, because detailed technical parameters necessary to conduct a meaningful study are currently unspecified (page III-15 of the Final Report).
AC-3-65	City of South Pasadena	10/13/93	NOI	Freeway is elevated as it passes south into El Sereno. Noise can be mitigated in this area with the use of a depressed alignment and covered section.	Caltrans and FHWA have committed to construct a cut and cover tunnel in El Sereno adjacent to Sierra Vista Elementary School. In addition, Caltrans and FHWA are committed to depressing the freeway alignment through El Sereno, if feasible.

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AC-3-66	City of South Pasadena	10/13/93	HB	The Supplemental EIR/EIS must examine and discuss appropriate compensation for local properties near the proposed right-of-way. A housing advocate should be retained to assist displacees.	See Responses to Comments AC-3-18 and AC-3-23. The Committee's recommendations include retaining a housing advocate (page IV-9 of the Final Report). Please refer to the Environmental Reevaluation (April, 1998) for a discussion explaining the reasons why a Supplemental EIR/EIS is not required.
AC-3-67	City of South Pasadena	10/13/93	CIR	The banning of trucks from Route 710 eliminates the regional significance of the route and reduces the multi-modal capacity of the facility. Concern raised regarding congestion on both east-west and north-south arterial streets.	See Response to Comment AC-3-52 on the regional significance of proposed freeway, even with a truck ban. Traffic studies for the Route 710 Freeway have shown that some local streets will experience increases in traffic volume; however, there is a net decrease in local street traffic when viewed on a systemwide basis.
AC-3-68	City of South Pasadena	10/13/93	VIS	City is not comfortable in Caltrans making final decisions regarding urban design features.	The project urban design team (RBF and Takata Assoc.) met several times with representatives from local organizations and agencies to discuss urban design concepts. Many detailed enhancement and mitigation measures, crafted to preserve or enhance a neighborhood's character, are contained in the Urban Design Mitigation Plan (page III-27). The Committee's recommendations and the comments received on the Committee's report will be given full consideration by Caltrans and FHWA prior to issuing the Record of Decision (page IV-6). Recommendations not adopted immediately in the ROD will be considered further during preliminary design (page IV-7).

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AC-3-69	City of South Pasadena	10/13/93	PS	Caltrans has not resolved the school mitigation measures to the satisfaction of the districts involved.	Page III-16 of Final Report provides a detailed school impact analysis and recommendations for mitigating school impacts. Also see Response to Comment AC-3-8. Caltrans incorporated all of the Advisory Committee's recommendations regarding schools except one: reimbursement for lost ADA funds. Caltrans has committed to working with school districts to have the statutes governing severance aid to school districts revised to reflect current fiscal conditions.
AC-3-70	City of South Pasadena	10/13/93	NOI	Does Caltrans have an exhibit indicating how many residences and properties will be retrofitted?	Page IV-10 of the Final Report presents recommended mitigation measures by the Committee on project noise impacts. Specific residences to be retrofitted would be determined during final design.
AC-3-71	City of South Pasadena	10/13/93	CIR	Freeway will have regional limited value to link to Pasadena Freeway for special events (Rose Parade).	The Committee recommended that Caltrans continue to work with the City of Pasadena and the Tournament of Roses Committee to implement the tradition of closing a section of the Route 710 freeway for public use, or to develop a mutually agreeable alternative (page 4-12 of the Final Report).

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AC-3-72	City of South Pasadena	10/13/93	MM	City requests that a mitigation monitoring plan be placed into the supplemental environmental document as required by State law.	Page IV-3 of the Final Report lists the Committee's recommendations for mitigating project construction impacts. Recommendations include: 1) implementation of appropriate State mitigation and monitoring plans for the construction phase, 2) formation of a Mitigation Monitoring Team or an independent consultant to oversee a Route 710 Mitigation Enforcement Plan and traffic management plan, and 3) implementation of a traffic management plan to include staging construction, detours, limiting work on arterial streets to off-peak hours, overseeing haul routes, and providing public awareness.
AC-3-73	City of South Pasadena	10/13/93	PS	Public service impacts and mitigations were not sufficiently addressed.	Pages IV-5 and IV-6 of the Final Report list recommendations to mitigate public services impacts regarding planning and construction activities.
AC-3-74	City of South Pasadena	10/13/93	GEO	Review of local bridges with newly discovered seismic issues on the Raymond Fault.	As a result of discussions about potential errors and omissions in the seismic analysis, specifically on the Raymond Hill Fault Trace, it was recommended that Caltrans and appropriate consultants conduct a detailed review of their seismic analysis of the area. No additional recommendations were offered beyond those contained in the FEIS (page III-15).

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-3-75	City of South Pasadena	10/13/93	AQ	The air quality analysis in the existing document is obsolete and useless. Will the six mixed-flow lanes comply with the Clean Air Act Amendments of 1990?	Caltrans has updated the emissions calculations as updated emissions factors become available. Modeling conducted in January, 1996, confirmed that the Build Alternative will result in lower emissions levels than the No Build Alternative. The project complies with the Clean Air Act Amendments of 1990, since it comes from a conforming Transportation Improvement Program (TIP).
AC-3-76	City of South Pasadena	10/13/93	OP	The Committee did not complete its charge and charter.	The Committee completed its charge of making recommendations to lessen the impacts and reduce the footprint of the preferred alternative. The cover letter in the Final Report acknowledges that detailed design work is needed to reach a definitive conclusion on engineering feasibility, exact costs and scheduling.
AC-3-77	City of South Pasadena	10/13/93	AL	Considering that the Multi-Mode/Low Build proposal can carry 120 percent of the proposed freeway capacity, this is a reasonable solution.	Caltrans' analysis of the Multi-Mode/Low Build proposal showed that, based on various transportation system performance indicators, the Route 710 Freeway better served the transportation needs of the Route 710 Corridor.
AC-3-78	City of South Pasadena	10/20/93	NR	Letter of support for Multi-Mode/Low Build proposal from Congressman Moorhead, Senator Torres, Assemblyman Hoge and the Star News Editorial.	These letters are hereby included in the Route 710 Record of Comments, per the City's request.
AC-3-79	City of South Pasadena	11/9/93	NR	City of South Pasadena received a pedestrian safety award; notable, considering that Fremont Avenue serves as a major road facility.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-3-80	City of South Pasadena	12/7/93	NR	Letter confirms that the City will provide information to complete analysis of Multi-Mode/Low Build proposal.	Comment considered during the decision making process.
AC-3-81	City of South Pasadena	1/19/94	NR	Through a series of community workshops, South Pasadena has completed latest Multi-Mode/Low Build proposal.	Comment considered during the decision making process.
AC-3-82	South Pasadena Unified School District	8/5/93	FI	Financial impact on District equals \$-500,000 per year; imperative that mitigation measures be implemented.	Page III-16 of Final Report provides a detailed school impact analysis and recommendations for mitigating school impacts. See Response to Comment AC-3-69.
AC-4-1	Advisory Council On Historic Preservation	6/2/92	C/N	The Council requests extension of the comment period on the Final EIS.	See Response to Comment AC-3-15.
AC-4-2	Automobile Club of Southern California	8/4/93	NR	Commendation of Committee for an excellent job in identifying and recommending measures for sensitive areas.	Comment considered during the decision making process.
AC-4-3	Los Angeles/Orange Counties Building and Construction Trades Council	10/19/93	OP	Supports the Route 710 extension; will provide 26,000-29,000 jobs and save the economy \$4 billion.	Comment considered during the decision making process.
AC-4-4	Building Industry Association of Southern California, Inc.	10/15/93	OP	Supports the Route 710 extension; project will save lives, reduce pollution and save the economy \$4 billion.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-5	California Preservation Foundation	8/5/93	AL	Low build alternatives must now be given a thorough consideration.	Caltrans' evaluation of the Multi-Mode/Low Build scenario proposed by the City of South Pasadena was completed on 2/25/94. The evaluation concluded that the Build Alternative (Meridian Variation Alternative) was the best alternative to solve the transportation problem. The evaluation also concluded that the Low Build proposal would be useful as part of a mitigation plan for local development and construction. In April, 1996, another evaluation of the Multi-Mode/Low Build proposal was completed by Caltrans. It confirmed the findings of the February, 1994, evaluation.
AC-4-6	California Trucking Association	1/6/94	CIR	Need to reconsider prohibiting trucks on extension; continued truck overcrowding on the I-5.	See Response to Comment AC-3-20 regarding banning trucks on extension.
AC-4-7	Carpenters/Contractors Cooperation Committee, Inc.	11/2/93	OP	Supports the Route 710 extension; will provide 26,000-29,000 jobs and stimulate economy.	Comment considered during the decision making process.
AC-4-8	Central City Association of Los Angeles	10/12/93	OP	Supports the Route 710 extension; the extension is an important regional need and will provide jobs.	Comment considered during the decision making process.
AC-4-9	Friends of the Earth	8/3/93	OP	Extension of Route 710 will reverse local initiatives on multi-modal transportation; support Multi-Mode/Low Build proposal.	Comment considered during the decision making process.
AC-4-10	Los Angeles County Federation of Labor, AFL-CIO	10/14/93	OP	Supports the Route 710 extension; will provide 26,000-29,000 jobs and stimulate economy.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-10-1	National Trust for Historic Preservation	4/29/92	OP	Provides suggestions regarding ground rules and procedures for the Advisory Committee.	Many of the suggestions made in this letter were used in the Advisory Committee process.
AC-4-11	National Trust for Historic Preservation	1/6/93	OP	The Committee's work has not been completed. Nor can it continue in any meaningful way if FHWA issues a Record of Decision.	See Response to Comment AC-3-76.
AC-4-12	National Trust for Historic Preservation	1/6/93	OP	Caltrans ignores Committee and rejects another alternative. An inaccurate and misleading Progress Report makes it clear that Caltrans is not committed to a fair, meaningful process.	See Responses to Comments AC-3-15 and AC-3-41. This letter was included in the Advisory Committee's Final Report.
AC-4-13	National Trust for Historic Preservation	1/6/93	CH	Appropriate and unlawful to terminate public comment because identification of historic properties is not yet complete.	<p>The Historic Preservation Subcommittee of the Advisory Committee found that the documentation concerning identification of historic properties was inadequate and outdated. The subcommittee has recommended that identification of all affected properties must be completed immediately. Additional recommendation and proposed mitigation measures are provided in the Final Report, Appendix E, pages E-2 - E-6. See Response to Comment AC-3-58.</p> <p>The Advisory Council on Historic Preservation (ACHP) advised FHWA by letter dated September 10, 1997, that the inventory of historic resources was complete.</p>

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-14	National Trust for Historic Preservation	1/6/93	OP	The Committee's work is far from complete. The Committee's efforts are in contrast to the Boston Central Artery process, which incorporated elements of the dispute resolution, which is lacking in the California process.	A process was established to consider mitigation measures as part of our decision making on the proposed project, and has provided for additional community involvement in the future. The Mitigation Advisory Committee established in 1992 included many elements of dispute resolution, although they were confined to mitigation issues not the decision to build State Route 710. Indeed, the work of that committee resulted in a significant reduction of the width of the facility and a greatly enhanced mitigation plan. Also, in the fall of 1997, FHWA asked for input on the proposal that formed the basis for this project. That input also resulted in major changes in project mitigation. The fact that not all interests are completely satisfied by these efforts does not mean they were unsuccessful. In fact, FHWA believes that efforts to resolve differences have made a much stronger overall project proposal.
AC-4-15	National Trust for Historic Preservation	1/6/93	CH	Incomplete identification of historic properties.	See Response to Comment AC-4-13.
AC-4-16	National Trust for Historic Preservation	1/26/93	C/N	Resolution calling for a formal extension of the comment period.	See Response to Comment AC-3-15.
AC-4-17	National Trust for Historic Preservation	7/6/93	OP	As a result of the proposed freeway, 1,000-1,500 homes, 7,000 mature trees and 5 historic districts will be lost. Supports Multi-Mode/Low Build proposal.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-18	National Trust for Historic Preservation	7/6/93	4F	Agency believes that approval of route would be unlawful under Section 4(f) of the Department of Transportation Act.	A detailed Section 4(f) Evaluation was provided in the Final EIR/EIS, and a Final Revised Section 4(f) Evaluation has been prepared. The Final 4(f) Evaluation concludes that the Depressed Meridian Variation Alternative Reduced with Shift includes all possible planning to minimize harm to resources protected under Section 4(f).
AC-4-19	National Wildlife Federation	8/5/93	CH	Project will destroy historic properties and mature trees; concentrate on reducing single occupancy vehicle instead.	See Response to Comment AC-4-13 regarding recommendations and mitigation measure for historic resources, and Response to Comment AC-4-5 for the Multi-Mode/Low Build proposal.
AC-4-20	Neighbors Opposed to the 710 Freeway	8/5/93	AQ	It was stated that the completion of Route 710 was essential to improving air quality; if so, why was it identified as an impact to be mitigated?	Although the project provides long-term regional air quality benefits, there will be short-term local air quality impacts that require mitigation.
AC-4-21	Neighbors Opposed to the 710 Freeway	8/5/93	AL	If Caltrans will not construct any freeway less than 8 lanes, why did they provide 16 footprint options?	Caltrans had decided on four candidate widths, accommodating from 6 (including 2 HOV) to 8 (including 2 HOV) lanes. These four width options, coupled with the combinations of with/without interchange and with/without auxiliary lane, created a total of 16 options (page III-1, Final Report). The lane reduction to 6 lanes was estimated to cause the most extensive loss of operation in regional and local mobility (page III-9).
AC-4-22	Neighbors Opposed to the 710 Freeway	8/5/93	CIR	Committee is ignoring the regional need of freeway by the banning of trucks and the recommendation to remove the interchange with the 110 Freeway.	See Responses to Comments AC-3-45, and AC-3-52 regarding the truck ban and the project's regional significance.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-22-1	Neighbors Opposed to the 710 Freeway	8/9/93	OP	Presents various reasons for opposition to the Route 710 project.	The letter from Eugene Cleckley, Chief, FHWA/Environmental Operations Division dated 9/10/93 (attached as Response to AC-4-22-1) acknowledges the opinions expressed and provides information as to the next steps that will occur in the NEPA process.
AC-4-22-2	Neighborhood Action Committee	7/20/92	OP	Requests participation by the Neighborhood Action Committee to represent El Sereno on the Advisory Committee.	An El Sereno representative was included on the Advisory Committee.
AC-4-23	Neighborhood Action Committee	1/4/93	C/N	Urges FHWA to rescind the notice of closure until the Committee has completed its analysis of impacts and mitigation measures.	See Response to Comment AC-3-15.
AC-4-24	Neighborhood Action Committee	1/4/93	AL	The Committee never agreed to accept a set number of proposed footprints.	See Responses to Comments AC-3-53 and AC-4-21.
AC-4-25	Neighborhood Action Committee	1/4/93	AL	The Committee has yet to assess an elevated vs. depressed design for the community of El Sereno.	See Response to comment AC-3-65.
AC-4-26	Neighborhood Action Committee	1/4/93	OP	Inept interpretation of public comments. Issues raised at hearing were totally missed when entered into the record.	Comment considered during the decision making process.
AC-4-27	Neighborhood Action Committee	1/4/93	CIR	Committee never fully analyzed the implications that the first day of operation will result in LOS F, 60 percent of the day on the freeway. Also, 42 intersections will remain at LOS F.	Comment considered during the decision making process. The LOS F conditions were acknowledged in the FEIS.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-28	Neighborhood Action Committee	1/4/93	CIR	Committee unable to assess the validity of traffic model; LARTS model is outdated.	There was discussion within the Committee on the validity of the LARTS model as applied to this project. The committee concluded the model had been properly applied for the type of analysis and results being sought (page III-7 of the Final Report).
AC-4-29	Neighborhood Action Committee	1/4/93	NOI	Noise impacts will have a substantial negative environmental impact on El Sereno.	See Response to Comment AC-3-70.
AC-4-30	Neighborhood Action Committee	1/4/93	MM	No mechanism has been presented for public review to determine how mitigation measures will be codified and enforced for the duration of the project.	See Response to Comment AC-3-72.
AC-4-31	Neighborhood Action Committee	1/4/93	OP	Exclusionary nature of the Committee. Limited membership in the Committee, lack of Latino representation.	The Committee composition was not exclusionary; the make-up of the Committee is discussed in Section I of the Final Report.
AC-4-32	Neighborhood Action Committee	1/4/93	HB	The letter lists many unresolved relocation issues.	See Response to Comment AC-3-18 regarding enhanced relocation mitigation measures.
AC-4-33	Neighborhood Action Committee	1/4/93	VIS	Committee has yet to comprehensively analyze the visual impacts of the project.	A visual impact analysis was provided to the Committee by RBF Associates. In subsequent meetings, the Committee identified key areas along the facility where analyses should be conducted. Appendix F of the Final Report contains the complete visual impact analysis presented to the Committee.
AC-4-34	Neighborhood Action Committee	1/4/93	CH	Historic resources in El Sereno has been virtually ignored by Caltrans and the <i>appointed</i> representative on the Committee.	See Responses to Comments AC-3-40, AC-3-58, and AC-4-13 regarding historic resources. The Short Line Villa Tract Historic District in El Sereno was determined eligible for the <i>National Register</i> on November 30, 1995.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-35	Neighborhood Action Committee	1/4/93	OP	Sequencing of mitigation categories exhibits an annoying level of questionable competence provided to the Committee.	Comment considered during the decision making process.
AC-4-36	Neighborhood Action Committee	1/4/93	PD	Proposal to ban trucks was not presented to the California Trucking Association (CTA) for comment.	The CTA has reviewed the truck ban proposal (see Comment AC-4-6). Also, see Response to Comment AC-3-20 regarding the truck ban.
AC-4-37	The 710 Freeway Coalition	7/28/93	OP	Support of 710 extension. Members include local surrounding cities and City's Chambers of Commerce.	Comment considered during the decision making process.
AC-4-38	Preservation Action	8/6/93	OP	Project divides historic South Pasadena and cuts into Pasadena and El Sereno. Supports multi-modal solution.	Comment considered during the decision making process.
AC-4-38-1	Sierra Club - Angeles Chapter	5/28/92	OP	Requests that the Sierra Club be a participant on the Advisory Committee.	The Sierra Club representative participated in the Advisory Committee from 10/22/92 through 3/15/93. Addition information is provided on pages I-2 and I-3 of the Advisory Committee Report.
AC-4-38-2	Sierra Club - Angeles Chapter	12/20/92	OP	Requests that the order terminating the Advisory Committee be rescinded.	The Advisory Committee continued its work through completion of the Final Report in June, 1993.
AC-4-39	Sierra Club - Angeles Chapter	3/15/93	OP	Committee stacked with project proponents governed by agency representatives. Multi-Mode/Low Build proposal not discussed in meetings.	See Response to Comment AC-3-41. This letter is included in the Advisory Committee's Final Report.
AC-4-40	Sierra Club - Angeles Chapter	7/21/93	FI	Caltrans should prove that construction of new highway capacity is the most cost-effective measure.	A cost benefit analysis is provided on page I-14 of the FEIS. A cost benefit analysis of the Route 710 alternative was also included as part of the April, 1996, analysis of the Multi-Mode/Low Build proposal.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-41	Society of Architectural Historians/Southern California Chapter	4/13/93	CH	Expresses concerns regarding impacts of the Route 710 project to historic architectural resources.	See Responses to Comments AC-3-40, AC-3-58, and AC-4-13 regarding historic resources. A minor shift in the Route 710 alignment has been made to avoid the Short Line Villa Tract Historic District in El Sereno, which was determined eligible for the <i>National Register</i> on November 30, 1995.
AC-4-42	South Pasadena Animal Commission	10/8/93	BIO	Adverse impact of the extension of 710 on the hillside and canyon wildlife habitat to the west of the Meridian route.	The Committee did not study or make additional enhancement and mitigation recommendations regarding wildlife, beyond those presented in the Final EIR/EIS.
AC-4-43	South Pasadena Preservation Foundation, Inc.	8/6/93	CH	Identification of historic resources within the 710 path is grievously incomplete.	See Responses to Comments AC-4-13 and AC-3-58.
AC-4-44	South Pasadena Preservation Foundation, Inc.	8/6/93	HB	Properties adjacent to freeway, but not within ROW, will be negatively impacted.	See Responses to Comments AC-3-18 and AC-3-23.
AC-4-45	South Pasadena Preservation Foundation, Inc.	8/6/93	CH	Superficial attention paid to the preservation of historic structures. Vague description of construction process, including timelines.	See Response to Comment AC-4-13.
AC-4-46	South Pasadena Preservation Foundation, Inc.	8/6/93	HB	Breakup of predominant Latino neighborhood in El Sereno not adequately discussed in report.	The potential for further refinement of the project alignment to minimize division of the Latino community is discussed on page III-6 of the Final Report. Portions of El Sereno will now be avoided as a result of the alignment shift to avoid the Short Line Villa Tract Historic District.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-47	South Pasadena Preservation Foundation, Inc.	8/6/93	GEO	New seismic information regarding the nearby Elysian Park Fault ignored in report.	See Response to Comment AC-3-74.
AC-4-48	South Pasadena Preservation Foundation, Inc.	8/6/93	NR	Only two Committee members (South Pasadena) attended a personal tour of the historic structures.	Concern regarding lack of attendance by Committee members at field tours is acknowledged.
AC-4-49	Southern California Contractors Association, Inc.	10/11/93	OP	Supports the Route 710 extension; will stimulate the economy of the entire region.	Comment considered during the decision making process.
AC-4-50	West Pasadena Resident's Association (WPRA)	8/7/93		Neither the 4/12/93 recommendations nor requests for clarification of the WPRA were specifically addressed in whole.	These recommendations and requests will be considered by FHWA and Caltrans prior to issuing a Record of Decision or a Notice of Determination.
AC-4-51	West Pasadena Resident's Association (WPRA)	8/7/93	CIR	A binding resolution to ban trucks on the Route 710 completion segment was not included.	As stated in the Environmental Reevaluation (April, 1998), there will be a ban on through trucks on the Route 710 extension.
AC-4-52	West Pasadena Resident's Association (WPRA)	8/7/93	OP	There appears to be material omissions of testimony by groups opposed to the Route 710 completion.	Appendix B of the Final Report provides a summary of the Committee's public discussion periods; all speakers' views (supporters and opponents) are noted. Appendix C contains correspondence received through April 29, 1993, from both supporters and opponents.
AC-4-53	West Pasadena Resident's Association (WPRA)	8/7/93	CIR	The serious problem of mobility in west Pasadena was not addressed.	Addressing mobility in west Pasadena was not part of the Committee's charter.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-54	West Pasadena Resident's Association (WPRA)	8/7/93	VIS	The urban design recommendation was not specific, and requires a comprehensive investigation.	Appendix F of the Final Report contains the Urban Design Mitigation Report and Visual Analysis for the Route 710 freeway project. The mitigation report specifically focuses on design issues and mitigation measures for 13 affected subareas.
AC-4-55	West Pasadena Resident's Association (WPRA)	8/7/93	MM	There is no structured process to monitor compliance with recommendations of the Final Report.	To support implementation of the recommendation in the long term, the Committee recommends the use of an independent oversight Mitigation Monitoring Team or independent consultant to monitor and enforce the detailed implementation of the various components of the mitigation programs. (page III-23)
AC-4-55-1	West Pasadena Resident's Association (WPRA)	3/12/96	MM	Expresses concern that the truck ban recommended by the Advisory Committee and committed to by Caltrans/FHWA will not be implemented.	As stated in the Environmental Reevaluation (April, 1998), there will be a ban on through trucks on the Route 710 extension.
AC-4-56	Westridge School for Girls	8/4/93	OB	Banning of trucks on 710 is not legal and not consistent with transportation goals. Cut and cover areas too expensive.	See Response to Comment AC-3-52 regarding Committee recommendation to ban trucks from the Route 710 extension. Given the magnitude of the tunneling costs for the distances delineated, the Committee recommended selective use of non-ventilating cut and cover tunnels in six locations. A detailed cost estimate for other tunneling options is provided on page III-25 of the Final Report.
AC-4-57	Westridge School for Girls	9/28/93	OP	Enclosed a copy of testimony to CTC Route Adoption Hearing. Supports Multi-Mode/Low Build proposal.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-4-58	Westridge School for Girls	9/27/93	PS	Although mitigation measures are provided, the freeway would denigrate the quality of life at the school and all of the South Orange Grove District.	Page III-16 of Final Report provides a detailed school impact analysis and recommendations for mitigating school impacts.
AC-4-59	Westridge School for Girls	9/27/93	CIR	Improve Pasadena Ave./Fremont Ave. corridor into appropriate and efficient roadway; streamline the connection between the end of existing 710, Valley Blvd. and Fremont Ave.	These improvements are part of the local arterial improvements considered in the Route 710 planning process.
AC-4-60	Westridge School for Girls	9/27/93	CIR	Development of other existing north/south roadways (Arroyo Pkwy., Raymond Ave. and Rosemead Blvd.) into network of one/two-way streets to move traffic between the 10 and 210 freeways.	An alternative of one-way couplets was previously eliminated from consideration following preliminary studies conducted prior to the FEIS.
AC-4-61	William -C. Johnston and Associates	8/7/93	OP	Strongly in favor of Route 710 extension. Will provide major economic stimulus and reduce air pollution.	Comment considered during the decision making process.
AC-6-1	CALAR Systems	5/27/93	OP	Supports the Route 710 extension; locals and businesses would like to see an end to congestion problems.	Comment considered during the decision making process.
AC-7-1	Barbara Armstrong	7/23/93	HB	Requested copy of Committee Report; show construction impacts to homes on Prospect Circle.	Based on the map provided on page D-16 of the Final Report, it appears that all homes on Prospect Circle are in the area affected by a cut and cover tunnel. Final determinations would be made during project design.
AC-7-2	Barbara Betaucourt	8/7/93	AL	Arroyo Route Alternative will take fewer buildings.	Numerous alignments were considered by Caltrans and FHWA, leading to the recommendation of the Meridian Route as the preferred alternative.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-3	Richard D. Beukhail	7/93	OP	Supports Route 710 extension; will save lives and money. This is one of 28 identical letters of support submitted to Mr. Thomas Sayles, Secretary of Business, Transportation and Housing.	Comment considered during the decision making process.
AC-7-4	Thomas P. Bryce	7/17/93	OP	Opposes the Route 710 extension; unsatisfied with Mitigation Committee Report.	Comment considered during the decision making process.
AC-7-5	Edward S. Boyer, Jr.	8/6/93	OP	Opposes Route 710 extension; freeway will destroy homes, displace people and cause more congestion; plan for other travel modes.	Comment considered during the decision making process.
AC-7-5-1	Michael Burch	4/10/92	OP	Requests to be kept informed regarding the Advisory Committee meetings.	Public noticing of all Advisory Committee meetings was provided pursuant to the California Brown Act.
AC-7-5-2	Michael Burch	8/6/93	CH	Requests adoption of all of the Advisory Committee's recommendations regarding historic resources, particularly preservation of the Grokowsky House.	See Responses to Comments AC-3-40, AC-3-58, and AC-4-13 regarding historic resources. A minor shift in the Route 710 alignment will avoid the Grokowsky House which was determined eligible for the <i>National Register</i> on November 30, 1995.
AC-7-6	Jay Buzin	7/26/93	PD	Re-evaluate "Reduced Footprint" and eliminate 710/110 interchange; use surface streets as ramps.	See Responses to Comments AC-3-52 and AC-4-21.
AC-7-7	Lt. Col. and Mrs. Jacob H. Church	8/1/93	OP	Generally agrees with Committee recommendations; disagrees with the recommendation to eliminate the 110 Freeway Interchange.	Comment considered during the decision making process.
AC-7-8	Lila L. Cox	8/9/93	OP	Supports due completion of Route 710; lost time has made this project too costly.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-9	Robert Curlender	8/6/93	OP	Opposes Route 710 extension; large interchanges will negatively impact South Pasadena.	Comment considered during the decision making process.
AC-7-10	John Dark	Undated	OP	Strongly urges against funding of project; money could be spent on mass transit projects.	Comment considered during the decision making process.
AC-7-11	Ricki de Kramer	10/12/93	OP	Opposes the Route 710 extension; instead supports the Multi-Mode/Low Build proposal.	Comment considered during the decision making process.
AC-7-12	Lou Ann Dien	9/22/93	OP	Supports the Route 710 extension.	Comment considered during the decision making process.
AC-7-13	Arthur Eggert	8/3/93	OP	Supports Route 710 extension; will provide additional emergency access.	Comment considered during the decision making process.
AC-7-14	Ron Faranovich	10/6/93	OP	Opposes the Route 710 extension; greedy business interests of neighboring cities; major congestion only caused by street maintenance.	Comment considered during the decision making process.
AC-7-15	Althea F. Fish	8/6/93	OP	Opposes Route 710 extension; use funds for public transportation.	Comment considered during the decision making process.
AC-7-16	Russell J. Gee	7/9/93	OP	Support Route 710 extension; will lessen volumes and accidents along Fremont Avenue.	Comment considered during the decision making process.
AC-7-17	Gary Green	9/1/93	OP	Supports the Multi-Mode/Low Build proposal.	Comment considered during the decision making process.
AC-7-18	Todd Stanley Harris	8/16/93	OP	Mitigations suggested in the Final Report indicate that the 710 extension is no longer required for regional needs.	See Responses to Comments AC-3-45, and AC-3-52 regarding the truck ban and the project's regional significance.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-19	Robert J. Hays, Sr.	7/28/93	OP	Freeway should be built as soon as possible; 20 years of planning is sufficient.	Comment considered during the decision making process.
AC-7-20	Joanne Hemmerling	8/11/93	OP	Underlying assumption that there is an acceptable compromise between those affected and unaffected.	Comment considered during the decision making process.
AC-7-21	Joanne Hemmerling	8/11/93	PD	Proponents have eliminated the need for truck routes and interchange with the 110 Freeway.	See Response to Comment AC-3-52.
AC-7-22	Joanne Hemmerling	8/11/93	CH	Questions on the historical resources; also the Multi-Mode/Low Build concept needs further study.	See Response to Comment AC-4-5 regarding the Multi-Mode/Low Build proposal.
AC-7-23	David H. Hervichin	8/11/93	PD	Deletion of 110 interchange and prohibition of trucks indicates regional insignificance.	See Response to Comment AC-3-52.
AC-7-24	David H. Hervichin	8/11/93	AL	Multi-Mode/Low Build proposal is realistic; review of alternative not contained in EIR/EIS.	See Response to Comment AC-4-5.
AC-7-25	David H. Hervichin	8/11/93	AQ	Air pollution mitigation is suspect when SCAG will not adopt guidelines until November, 1993.	The proposed air quality mitigations are based on standard procedures for highway construction projects.
AC-7-26	David H. Hervichin	8/11/93	HB	No mention is made of the actual "takeline," which includes the easements along each side of freeway.	Instances where easements would extend beyond the proposed right-of-way line will be isolated, and cannot be precisely mapped until final design.
AC-7-27	Curt Veir-Hettinger	8/7/93	OP	Opposes Route 710 extension; unfair public commenting period.	See Response to Comment AC-3-15. Refer to FHWA letter of 1/27/93.
AC-7-28	Mr. and Mrs. Bob Hunter	8/9/93	OP	Opposes the Route 710 extension; will destroy a beautiful community.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-29	Mark and Sherry Irvine	7/16/93	OP	Opposes Route 710 extension; freeway extension will change the City's small town character.	Comment considered during the decision making process.
AC-7-30	Curtis Layne Jennings	8/6/93	OP	Alhambra must help with congestion on Fremont by controlling development.	Comment considered during the decision making process.
AC-7-31	Virginia S. Lashley	7/14/93	OP	Supports the Route 710 extension; existing traffic is diverted to smaller local streets in need of repair.	Comment considered during the decision making process.
AC-7-32	Gary Latzko	10/4/93	OP	Supports the extension of Route 710; benefits of extension should be enjoyed by all Californians.	Comment considered during the decision making process.
AC-7-33	Victor Law	7/19/93	OP	Supports the Route 710 extension; will create better commuting in and out of South Pasadena.	Comment considered during the decision making process.
AC-7-34	Raub J. Mathias	8/3/93	OP	Supports the Route 710 extension, however the project will not be complete without an interchange to the Pasadena Freeway (Route 110).	Comment considered during the decision making process.
AC-7-35	Raub J. Mathias	8/3/93	OP	The ban of trucks from extension is anti-business and discriminatory.	See Response to Comment AC-3-52.
AC-7-36	Mr. and Mrs. Lloyd Matlousky	8/6/93	OP	Opposes the Route 710 extension; will be destructive, counterproductive and incredibly expensive.	Comment considered during the decision making process.
AC-7-36-1	Mr. Barry Melamud	1/7/93	C/N	Requests that a Record of Decision (ROD) not be issued until after the Advisory Committee recommendations are complete.	The Advisory Committee recommendations are complete.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-37	Dorothy Millears	8/5/93	FI	Opposes the Route 710 extension; will destroy the School District due to loss of taxes.	Page IV-5 of the Final Report list recommendations from the Committee to mitigate impacts to the School District. See Response to Comment AC-3-69.
AC-7-38	Tina Miller	7/22/93	OP	Opposes completion of Route 710; South Pasadena will lose its quality of life.	Comment considered during the decision making process.
AC-7-39	Charles Mountain	7/19/93	OP	Opposes the Route 710 extension; utilize the money (\$1 billion) to extend the Blue Line to Pasadena.	Comment considered during the decision making process.
AC-7-40	Elizabeth Mudley	7/31/93	OP	Opposes the Route 710 extension; does not have faith in the system Caltrans is using in planning freeways.	Comment considered during the decision making process.
AC-7-41	Tom Ney	8/1/93	OP	Opposes the Route 710 extension.	Comment considered during the decision making process.
AC-7-42	Ronald and Heidi Novotny	8/7/93	OP	Supports the Route 710 extension; consider using expressways through neighborhoods instead of freeways.	Comment considered during the decision making process.
AC-7-43	Astrid Omdal	8/7/93	OP	Opposes the Route 710 extension; too expensive and destructive to South Pasadena.	Comment considered during the decision making process.
AC-7-44	Mike and Theresa Overing	7/25/93	OP	Supports the Route 710 extension; the 710 needs the 110 connector interchange.	Comment considered during the decision making process.
AC-7-45	Virginia Worthington Paca, AIA	8/7/93	OP	The Advisory Board and its facilitator set unacceptably narrow boundaries for discussion.	See Response to Comment AC-3-41.
AC-7-46	Virginia Worthington Paca, AIA	8/7/93	OP	The Final Report does not reflect what actually occurred at the hearings.	See Responses to Comments AC-3-39 and AC-4-52.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-47	Virginia Worthington Paca, AIA	8/7/93	OP	Misconception that persons opposing extension are interested in their own needs, they are serving the public in many other ways.	Comment considered during the decision making process.
AC-7-48	Dawn M. Patterson	8/7/93	OP	Supports the Route 710 extension; will provide jobs and benefit a population much larger than South Pasadena.	Comment considered during the decision making process.
AC-7-49	Lolita S. Rapp	7/14/93	OP	Opposes Route 710 extension.	Comment considered during the decision making process.
AC-7-50	Betty Alcorn Rivet	8/6/93	OP	Opposes Route 710 extension.	Comment considered during the decision making process.
AC-7-51	Gretchen Robinette	8/7/93	PH	There is a possibility of Valley Fever occurring from the vast earth removal; spores are located in the earth.	The Committee requested the technical staff to investigate this public health impact for the proposed project corridor. The technical staff reviewed the materials provided, and indicated that the FEIS mitigation measures had addressed this public health concern. The Committee made no further recommendations regarding public health beyond those contained in the FEIS (page III-27).
AC-7-52	Antonio Rossmann, Attorney at Law	10/14/93	OP	The commission cannot adopt a route that cannot be built.	See Caltrans' Legal Division letter dated 11/9/92 on page C-44 of the Final Report.
AC-7-53	Antonio Rossmann, Attorney at Law	10/14/93	OP	Environmental Documentation is not complete; historic assessment and air quality assessment is outdated; low build assessment has not been subject to CEQA.	See Response to Comment AC-4-13 regarding historic resources issues. See Response to Comment AC-3-75 regarding air quality. See Response to Comment AC-4-5 regarding the Multi-Mode/Low Build proposal.
AC-7-54	Antonio Rossmann, Attorney at Law	10/14/93	MM	Mitigations have not been identified or committed to.	See Responses to Comments AC-3-68 and AC-4-55 regarding mitigation implementation.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-55	Alice Shulman	7/24/93	OP	Opposes the Route 710 extension.	Comment considered during the decision making process.
AC-7-56	David and Kaaren Slawson	8/7/93	OP	Opposes the Route 710 extension; preserve the tranquility of South Pasadena.	Comment considered during the decision making process.
AC-7-57	Cindy Smith, Temple City	7/93	OP	Supports Route 710 Extension due to creation of jobs and improved commute times.	Comment considered during the decision making process.
AC-7-58	Eric Steen	8/7/93	CON	No consideration for mitigation of traffic congestion during ten year construction period.	See Response to Comment AC-3-30.
AC-7-59	Anita Stoney	8/7/93	OP	In time it takes to construct freeway, freeways will be obsolete; spend money on rail transit (Metrolink).	Comment considered during the decision making process.
AC-7-60	D.F. Stoney	8/7/93	NEI	Although congestion on Fremont Avenue has impacted Alhambra, the City will develop a 140,000 square foot Smith's Food and Drug Store.	Traffic impacts of local development projects must be addressed as part of the CEQA review for those projects.
AC-7-61	D.F. Stoney	8/7/93	OP	Alhambra is trying to correct zoning wrongs of the past; density breeds crime and problems.	Comment considered during the decision making process.
AC-7-62	D.F. Stoney	8/7/93	PS	Fremont and Ramona Elementary Schools will not be impacted by Route 710 not being completed.	Comment considered during the decision making process.
AC-7-63	D.F. Stoney	8/7/93	OP	Electric trolleys will be more effective in reducing air pollution than construction of freeway.	Comment considered during the decision making process.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-64	D.F. Stoney	8/7/93	OP	Although the extension will create more jobs, funds could be used immediately on other projects.	Comment considered during the decision making process.
AC-7-65	Mark Takeuchi	8/5/93	OP	Opposes the Route 710 extension; although freeway would lessen commute time, prefers intact City.	Comment considered during the decision making process.
AC-7-66	Granville and Dianne Thurman	7/20/93	OP	Opposes Route 710 extension; will destroy historical homes.	Comment considered during the decision making process.
AC-7-67	Mrs. Albert H. Travis	8/6/93	OP	Supports completion of the Route 710 extension.	Comment considered during the decision making process.
AC-7-68	Maggie Veir	8/9/93	OP	Opposes the Route 710 extension.	Comment considered during the decision making process.
AC-7-69	Mr. and Mrs. Robert E. Veir	8/93	OP	Opposes the Route 710 extension.	Comment considered during the decision making process.
AC-7-70	Warren J. Vanderschuit	7/31/93	OP	Opposes the Route 710 extension.	Comment considered during the decision making process.
AC-7-71	William J. Warren, P.E.	7/9/93	OP	Supports the Route 710 extension; project will actually relieve residents of many existing problems.	Comment considered during the decision making process.
AC-7-72	Claire Williams	7/19/93	OP	Opposes the Route 710 extension; will bring additional congestion to local areas.	Comment considered during the decision making process.
AC-7-73	Lt. Frank D. Wissmann	7/22/93	OP	Supports the Route 710 extension; will alleviate heavy north/southbound traffic between Pasadena and Monterey Park.	Comment considered during the decision making process.
AC-7-74	Edmond Yee	7/12/93	CIR	Route 710 extension will only solve short-term traffic congestion, and eventually shift traffic to streets adjacent to extension.	See Response to Comment AC-3-52.

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
AC-7-75	Edmond Yee	7/12/93	LU	No section addresses impacts to neighborhoods adjacent to extension.	See Responses to Comments AC-3-23 and AC-3-68.
AC-7-76	Edmond Yee	7/12/93	AL	Alternative: off-ramp from 710 onto Mission, widening of streets, signal coordination, alternate forms of transportation.	Comment considered during the decision making process.
AC-8-1	John W. De Rama	Hearing	OP	Supports efforts to find a "non-freeway" solution; money should be spent on building alternative modes of travel.	Comment considered during the decision making process. This is one of 10 letters of opposition from the hearing.
AC-8-2	Charles R. Fornelli	Hearing	OP	Feels that South Pasadena is in desperate need of the Route 710 extension.	Comment considered during the decision making process. This is one of four letters of support from the hearing.